

scenes of excitement which marked the proceedings in the House of Representatives yesterday we have the gratifying information of the confirmation of Collector Smythe by the Senate. We say gratifying, because it is evident that he was not confirmed on party grounds, but as a concession to the mercantile interests of New York and in view of the interests of the public treasury. May we not accept this act as an indication of the proper spirit in the Senate for a wise decision upon the more important questions which it will now have to consider?

Travel to Europe—Want of an American Steamship Line.

It appears from the number of people making application for passports at the State Department that the number of visitors to Europe this summer will be greater than in any previous year. We do not understand why Mr. Seward should be troubled by applications of this kind, because passports are not required now. The tourist can travel all over Europe, except Austria, where nobody wants to go without a passport from the American Secretary of State. However, the number of applicants is an indication of the number of visitors which Europe is to receive from this side of the Atlantic; and this recalls to mind the shameful fact that, with the exception of two steamers, the Fulton and the Arago, every steamship between this country and Europe belongs to foreign companies, and American citizens are compelled to sail under the flag of France or of England, or the Hanse towns. How much more satisfactory it would be if Americans could step on board a vessel at Liverpool, or Havre, or Bremen, with their own flag at the peak. The American flag covers American soil, and they would be at home at once, even before they crossed the ocean. That they cannot do so, and that all the profits of the transatlantic passenger trade goes into the pockets of English, French and German companies is the fault of Congress. While that radical and revolutionary body is voting thirty millions to the national banks, which are rapidly becoming a source of national danger, and eleven millions to the Freedmen's Bureau, an eleventh institution scattered all over the South for the re-enslavement of the negroes, it will not vote a dollar for an honorable enterprise like an American steamship line.

A subsidy of five hundred thousand dollars a year sufficed to maintain the Collins line, which a narrow-minded Congress withdrew, and the last American flag at the masthead of an American steamship vanished from the Atlantic. The governments of England and France, and even the little government of Italy, grant handsome subsidies to their mail steamship lines. Why not our government do the same? It is because with the men now legislating at Washington the interests of the country find no favor; the interests of party are alone considered. The commercial prospect, or the honor of the United States are second, to the success of an election that may secure a use of power for a faction that is using the power to now holds to obstruct the government and to paralyze the nation. The travel to Europe next year will probably be double what it is now, and we should prepare at once for the establishment of an American steamship line. Let us have a combination of the largest capitalists of New York in an enterprise which will be a credit to the country. One large line, with the best ships that can be constructed, well officered and properly managed, carrying passengers at a fair rate, would sweep away the foreign monopolies of the sea. It is the duty of such men as Vanderbilt and Moses Taylor, Marshall O. Roberts and W. H. Aspinwall, who have great experience in this business, to set aside whatever little prejudices and jealousies may exist between them, and unite in the formation of a grand American transatlantic steamship line. It would be a patriotic national undertaking as well as a profitable commercial enterprise. They should insist upon Congress granting their company a subsidy, and we do not believe that their demands would be refused. Public opinion would be no largely with this project that the radicals would hardly venture to discontinue it. It is a disgrace to a great maritime nation like ours that its citizens should be compelled to cross the Atlantic under the protection of a foreign flag. There are no privates now about to molest the stars and stripes, and there is no excuse for our public spirited capitalists withholding their assistance from the establishment of an American steamship company on a grand scale. We call the attention of the above named gentlemen to a serious consideration of this subject.

Musical.

Mr. George W. Morgan's annual concert will come off at Irving Hall on Saturday night. Mrs. Marie Abbott, Miss Nellie Sterling and Messrs. Gault, Rumpson, Campbell, J. R. Thomas, Goldbach, Colby and Abbott will assist. The programme comprises some of the best chamber pieces of those artists. This will be Miss Sterling's second appearance this season.

News from Nashville.

DEATH OF THE PRISONER'S COURT IN NASHVILLE—DAMAGED ANNUALLY FOR THE ENSLAVEMENT OF A FREE COLORED WOMAN.

NASHVILLE, May 10, 1866.

As the Court to-day, in the case of Ella Stewart, a free woman of color, for the recovery of 300 acres of land, a large amount of property and damages for violation of trust, adjudged that she be paid damages for the enslavement of herself and her sons in \$20,000, together with other sums amounting in the aggregate to \$4,380.

The Eastern Squadron.

ARRIVAL OF THE MINOTHAUR AND AUGUSTA AT WILKINSON—ACCORD TO THE LAUNCH OF THE MINOTHAUR.

HALIFAX, N. S., May 10, 1866.

The iron-clad Minotaur and the United States steamer Augusta arrived at this port yesterday afternoon. The Minotaur, which was built at the Boston Navy Yard, was the first of her class to be launched.

The Fourth Coored Regiment of Maryland.

BALTIMORE, May 10, 1866.

The officers of the Fourth colored regiment of Maryland, which returned to this city yesterday, were entertained at a banquet by the colored citizens of Baltimore, members of the society.

Arrive in Cincinnati.

CINCINNATI, May 10, 1866.

The Convention of the Non-Resistant Methodist church assembled in this city yesterday to discuss and carry out a plan of action. The delegates representing the churches in the Northern States are expected to arrive in Cincinnati on both sides of the Ohio River. The Convention will probably last several days.

THE FENIANS.

Arrival of James Stephens, the Great Head Centre.

ENTHUSIASTIC RECEPTION.

His Mission to This Country to Infuse a Spirit of Reconciliation Among the Brotherhood.

The Irish Republican Army to Fight This Year.

ARRANGEMENTS FOR A PUBLIC RECEPTION.

DESCRIPTION OF STEPHENS.

Important Fenian Movements in Buffalo.

GENERAL MEETING ORDERED TO THAT CITY.

FENIAN WAR BULLETIN.

Killian Explains the Failure of the Contemplated Invasion of Canada.

The Shotted Guns on Board British Vessels Looked Ugly.

What Has Not Been Done and What Is to Be Done.

KILLIAN ON THE WAR PATH.

A British Schooner Captured by Fenians.

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